

AMENDMENTS TO THE CLAIMS

Please **CANCEL** claims 1 – 51.

Please **ADD** claims 52 – 127.

*This listing of claims will replace all prior versions, and listings, of claims in the application:*

1 – 51. (Canceled).

52. (New) A handrail driving system for a handrail of a people-mover, comprising:

at least one driving element forming a contact area with the handrail; and  
a driving motor actively connected to the at least one driving element, wherein the driving element, at least within the contact area, is composed of a driving element material that forms, with a handrail material, a material pairing having a friction coefficient of at least approximately 0.95.

53. (New) The handrail driving system according to claim 52, wherein the at least one driving element is formed by a driving wheel.

54. (New) The handrail driving system according to claim 53, wherein the driving wheel is one of a gummed metal wheel and a solid-rubber tire.

55. (New) The handrail driving system according to claim 53, wherein the driving wheel is formed by a friction body arranged on a wheel hub.

56. (New) The handrail driving system according to claim 55, wherein the friction body is an expandable friction body.

57. (New) The handrail driving system according to claim 56, wherein the expandable friction body is a fillable hollow body.

58. (New) The handrail driving system according to claim 56, wherein the expandable friction body is an air-filled tire.

59. (New) The handrail driving system according to claim 58, wherein the air-filled tire is composed of rubber.

60. (New) The handrail driving system according to claim 52, wherein at least in the contact area, a contact surface of the at least one driving element has a fiber structure.

61. (New) The handrail driving system according to claim 60, wherein the fiber structure is a microfiber structure

62. (New) The handrail driving system according to claim 52, wherein at least in the contact area, the at least one driving element has one of a one-component and a multi-component outer shell formed by said driving element material.

63. (New) The handrail driving system according to claim 62, wherein the outer shell is one of a bearing socket and a bearing sleeve.

64. (New) The handrail driving system according to claim 52, wherein the at least one driving element has a width at least approximately as large as a width of a lower belt of the handrail in the contact area.

65. (New) The handrail driving system according to claim 52, wherein the driving element material is formed in the contact area so that the at least one driving element at least approximately rests flatly on the handrail.

66. (New) The handrail driving system according to claim 52, wherein an air pressure in an air-filled tire is rated so that the at least one driving element at least approximately rests flatly on the handrail.

67. (New) The handrail driving system according to claim 52, wherein the at least one driving element is arranged in a lower area of the handrail for forming the contact area.

68. (New) The handrail driving system according to claim 52, wherein the at least one driving element is arranged in one of a plurality of lateral areas of the handrail for forming the contact area.

69. (New) The handrail driving system according to claim 52, wherein the handrail further comprises a plurality of lateral areas opposing one another; and wherein the at least one driving element comprises a plurality of driving elements arranged in series, in each of the plurality of lateral areas.

70. (New) The handrail driving system according to claim 53, wherein a plurality of driving elements are combined to form a caterpillar drive.

71. (New) The handrail driving system according to claim 52, wherein the at least one driving element is formed in areas for positively interacting with the handrail.

72. (New) The handrail driving system according to claim 53, further comprising:

the driving wheel formed as a type of bevel gear having an outer revolving surface; and

contact surfaces formed on the driving wheel to delimit a cone-shaped recess on the outer revolving surface, wherein the contact surfaces on the driving wheel extend slanted relative to an axis of rotation of the driving wheel.

73. (New) The handrail driving system according to claim 53, wherein on an external revolving surface of the driving wheel, the driving wheel has an elevation with a contact surface formed thereon.

74. (New) A handrail guiding system for a handrail of a people-mover, comprising:

at least one guiding element structured and arranged to contact the handrail; and  
at least one guiding element contact area formed between the at least one guiding element and the handrail, wherein the at least one guiding element, at least in the guiding element contact area, is composed of a material that forms, with a handrail material, a pairing having a sliding friction coefficient of at most approximately 0.3.

75. (New) The handrail guiding system according to claim 74, wherein at least in the guiding element contact area, the guiding element material is selected from a group of polymers.

76. (New) The handrail guiding system according to claim 74, wherein the guiding element material is a plastic resistant to wear.

77. (New) The handrail guiding system according to claim 74, wherein at least in the guiding element contact area, the guiding element is formed by a woven or knitted fabric comprising of one of textile, synthetic fiber, ceramic materials and mixtures thereof.

78. (New) The handrail guiding system according to claim 74, wherein the guiding element contact area formed for contacting the handrail is formed for positively engaging the handrail in recesses of said handrail.

79. (New) The handrail guiding system according to claim 74, wherein at least in an area interacting with the handrail, the guiding element has a substantially L-shaped cross-section.

80. (New) The handrail guiding system according to claim 74, wherein at least in an area interacting with the handrail, the guiding element is in the form of a U-shaped guiding rail.

81. (New) A handrail for a people-mover, comprising:  
a contact area structured and arranged to contact in an installed position a driving element;  
a handrail material in said contact area that forms, with a driving element material, a material pairing having a friction coefficient of at least approximately 0.95.

82. (New) The handrail for a people-mover according to claim 81, wherein the handrail is formed by an upper belt and a lower belt connected by a connecting bridge, wherein the connecting bridge has a smaller cross-sectional width than the upper belt and the lower belt, and wherein the upper belt has covering extensions in its lateral

areas, said covering extensions being bent at least in areas approximately in the direction of the lower belt in order to cover the connecting bridge laterally at least by sections.

83. (New) The handrail according to claim 81, wherein a contact surface is formed on a bottom side of the handrail for contacting the driving element in the contact area, said contact surface extending perpendicularly to a vertical center plane of the handrail.

84. (New) The handrail according to claim 81, wherein the contact surface extends over 50% to 100%, of a width of the handrail.

85. (New) The handrail according to claim 81, wherein the contact surface extends over 75% to 90% of a width of the handrail.

86. (New) The handrail according to claim 81, wherein the contact surface extends a width of the lower belt.

87. (New) The handrail according to claim 81, further comprising a guiding element contact area formed for contacting a guiding element of a handrail guiding system, the guiding element contact area having a sliding surface.

88. (New) The handrail according to claim 87, wherein the sliding surface is a sliding layer.

89. (New) The handrail according to claim 87, wherein in cooperation with the guiding element, the sliding surface forms a pairing with a coefficient of sliding friction of between 0.1 and 0.5.

90. (New) The handrail according to claim 89, wherein the coefficient of sliding friction is lower than or equal to 0.3.

91. (New) The handrail according to claim 89, wherein the coefficient of sliding friction is between 0.15 to 0.25.

92. (New) The handrail according to claim 81, wherein a driving element contact area surface and a guiding element contact area surface are composed of the handrail material, and wherein the driving element contact area surface and the guiding element contact area surface have different surface roughness conditions.

93. (New) The handrail according to claim 92, wherein the different surface roughness conditions are depths of roughness.

94. (New) The handrail according to claim 81, wherein the handrail has at least one recess, and that a limiting surface of the recess is formed by a sliding surface.

95. (New) The handrail according to claim 94, wherein the at least one recess is realized in at least one lateral area of the handrail in the form of a groove having one of a substantially U-shaped and a substantially V-shaped peripheral contour.

96. (New) The handrail according to claim 81, wherein the handrail is formed by an upper belt and a lower belt joined by a connecting bridge.

97. (New) The handrail according to claim 96, wherein a gripping surface is formed on the upper belt over an area portion of a surface of the handrail.

98. (New) The handrail according to claim 96, wherein in its lateral areas, the upper belt has covering extensions hiding a handrail guiding system and a handrail driving system.

99. (New) The handrail according to claim 96, wherein the lower belt of the handrail is actively connected with a handrail driving system and/or a handrail guiding system.

100. (New) The handrail according to claim 96, wherein at least one basic body of the handrail comprising the upper belt, the lower belt and the connecting bridge of the handrail, is realized in the form of one single piece consisting of a homogeneous material.

101. (New) The handrail according to claim 96, wherein the connecting bridge extends between recesses formed in lateral areas of the handrail, said recesses opposing each other.

102. (New) The handrail according to claim 96, wherein a width of the connecting bridge is about 50% to 95% of a width of the lower belt of the handrail.

103. (New) The handrail according to claim 96, wherein a width of the connecting bridge is about 75% to 85% of a width of the lower belt of the handrail.

104. (New) The handrail according to claim 96, wherein a height of the connecting bridge is about 5% to 50% of a height of the handrail.

105. (New) The handrail according to claim 96, wherein a height of the connecting bridge is about 10% to 20% of a height of the handrail.

106. (New) The handrail according to claim 81, wherein reinforcing elements are arranged in a basic body of the handrail.

107. (New) The handrail according to claim 106, wherein the reinforcing elements are one of tension carriers, reinforcing layers, steel wire and steel sheets.

108. (New) The handrail according to claim 81, wherein the handrail has a supporting profile cross-section at least in an area of a connecting bridge, said profile cross-section having one of a substantially rectangular and a substantially ellipsoidal shape.

109. (New) The handrail according to claim 108, wherein the supporting profile cross-section has a length-to-width ratio in the range of about 1:1 to 5:1.

110. (New) The handrail according to claim 108, wherein the supporting profile cross-section has a length-to-width ratio of about 2:1.

111. (New) The handrail according to claim 108, wherein the supporting profile cross-section covers a surface area of from 50% to 95% of a total cross-sectional surface area of the handrail.

112. (New) The handrail according to claim 108, wherein the supporting profile cross-section covers a surface area of from 70% to 85% of a total cross-sectional surface area of the handrail.

113. (New) The handrail according to claim 81, wherein a bottom side of a lower belt has a groove recess extending over a total length of the handrail, said groove recess being free of a sliding layer.

114. (New) The handrail driving system for a handrail according to claim 52, wherein at least one of the materials of the material pairing in the contact area is one of elastomeric materials, cross-linked elastomers, rubber, and thermoplastic elastomers.

115. (New) The handrail driving system for a handrail according to claim 52, wherein surface areas adjoining one another are profiled in at least one of the contact area and a guiding element contact area.

116. (New) The handrail guiding system for a handrail of a people mover according to claim 74, wherein at least one of a surface of the handrail and/or a surface of the guiding element formed for mutually contacting each other, is formed by a further material forming a sliding layer, the further material being different from the handrail material in or on the guiding element contact area.

117. (New) The handrail guiding system for a handrail of a people mover according to claim 116, wherein the further material is formed by one of a plastic, a thermoplastic, a metal, a metal alloy, and a ceramic material.

118. (New) The handrail guiding system for a handrail according to claim 116, wherein the further material is formed by one of a woven fabric, knitted fabric, textile, natural fiber, glass, plastic material and mixtures thereof.

119. (New) The handrail driving system for a handrail guiding system according to claim 115, wherein in at least one of the contact area, and the guiding element contact area, at least one material of the material pairing is realized in the form of a separate sliding or friction layer, the sliding or friction layer being secured by material grip on at least one of the handrail, the driving element and the guiding element.

120. (New) The handrail driving system for a handrail guiding system according to claim 119, wherein the material grip is an adhesive gluing.

121. (New) The handrail driving system for a handrail according to claim 115, wherein in at least one of the contact area and the guiding element contact area, at least one material of the material pairing formed is applied in the form of a coating.

122. (New) The handrail driving system for a handrail according to claim 119, wherein the sliding and/or friction layer comprises at least one reinforcing layer.

123. (New) The handrail driving system for a handrail according to claim 121, wherein the coating comprises at least one reinforcing layer.

124. (New) The handrail driving system for a handrail according to claim 122, wherein the reinforcing layer is formed by a woven or knitted fabric.

125. (New) The handrail driving system for a handrail according to claim 123, wherein the reinforcing layer is formed by a woven or knitted fabric.

126. (New) An overall system for application in conjunction with a people-mover, said overall system comprising:

a handrail actively connected with a handrail driving system and a handrail guiding system;

the handrail driving system comprising:

at least one driving element forming a contact area with the handrail; and

a driving motor actively connected to the at least one driving element, wherein the driving element, at least within the contact area, is composed of a driving element material that forms, with a handrail material, a material pairing having a friction coefficient of at least approximately 0.95;

the handrail guiding system comprising:

at least one guiding element structured and arranged to contact the handrail; and

at least one guiding element contact area formed between the at least one guiding element and the handrail, wherein the at least one guiding element, at least in the guiding element contact area, is composed of a material that forms, with a handrail material, a pairing having a sliding friction coefficient of at most approximately 0.3.

127. (New) A method of forming a handrail driving system for a handrail of a people-mover, comprising:

providing at least one driving element forming a contact area with the handrail;  
and

providing a driving motor actively connected to the at least one driving element,  
wherein the driving element, at least within the contact area, is composed of a driving  
element material that forms, with a handrail material, a material pairing having a friction  
coefficient of at least approximately 0.95.